

DATE

TOP SECRET

1	9
2	10
3	11
4	12
5	13
6	14
7	15
8	16

DIRECTOR

FROM

[REDACTED]

ACTION:

OPS 1-8

INFO

IMMEDIATE

IMMEDIATE

IN-50556

TOR: 0720Z 15 NOV 63

TO

IMMEDIATE

[REDACTED]

INFO

[REDACTED]

CITE

[REDACTED]

0544
25X1A

LOGS

1. BEST ESTIMATE OF CAUSE OF ENGINE FLAMEOUT AT THIS TIME IS MALFUNCTION OF FUEL CONTROL. ENGINE FLAMED OUT TWICE AT BASE PLUS 18 WITH NO PRELIMINARY INDICATION OF TROUBLE. RELIGHTS WERE ACCOMPLISHED WITH NO DIFFICULTY.

2. THE DC GENERATOR WOULD NOT COME BACK ON THE LINE AFTER THE SECOND FLAMEOUT BUT THIS WAS DUE TO A POPPED CIRCUIT BREAKER. A SUBSEQUENT GROUND ENGINE RUN WITH CIRCUIT BREAKER IN INDICATES DC GENERATOR OPERATING PROPERLY. BEST ESTIMATE AT CAUSE OF POPPED CB IS EXCESS LOAD ON THE ELECTRICAL SYSTEM DURING ENGINE RUN DOWN AND ALTHOUGH DC GEN OUT LIGHT HAD NOT COME ON LOW RPM PERMITTED EXCESS LOAD ON THE CIRCUIT.

3. WE ARE PUSHING AHEAD WITH FUEL CONTROL CHANGE. ESTIMATE 6 HOURS REQUIRED TO COMPLETE CHANGE.

4. WE PROPOSE TAKE OFF ON ONE HR TEST HOP AT 15/2300Z AND

T O P S E C R E T

25X1A

IN-58556 0544

PAGE TWO

CAN BE READY TO FLY AN OPERATIONAL MSN 4 HRS LATER WHICH WAS 25X1A
SCHEDULED TAKE OFF TIME FOR TODAYS FLIGHT 0300Z. DET FEELS
CONFIDENT THAT WE CAN MAKE TAKE-OFF 16/0300Z IF CLEARANCES CAN BE
OBTAINED AND WX REMAINS SUITABLE. PLEASE ADVISE.

END OF MESSAGE

T O P S E C R E T